

# Archaeological Auger Survey and Monitoring during renewal and extension works to Brundall Gardens Marina, Postwick Lane, Brundall, Norfolk.



Prepared for Samuel Dacre

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**Archaeological Auger Survey and Monitoring during  
renewal and extension works to Brundall Gardens Marina,  
Postwick Lane, Brundall, Norfolk, NR13 5RG.**

<b>Location:</b>	Brundall
<b>Grid Ref:</b>	TG 3149 0812
<b>NHES Event No:</b>	ENF132706
<b>Date of fieldwork:</b>	14 <sup>th</sup> November 2013 to 7 <sup>th</sup> March 2014

## 1.0 Introduction

Norvic Archaeology was commissioned by Samuel Dacre, to undertake a programme of archaeological mitigation work associated with renewal work and the creation of a new basin and quay heading at Brundall Gardens Marina (Planning Ref. BA/2012/0121/FUL). The area of the works for the new basin measured c.3265m<sup>2</sup>.

The marina is located within the flood plain of the River Yare, in an area considered to have high potential for waterlogged deposits and palaeoenvironmental evidence. Additionally, Prehistoric, Roman and Medieval finds have been discovered in the wider area. An Anglo Saxon cemetery is thought to exist to the north-east at Brundall Gardens, along with a significant focus of Roman activity, which may include the location of a dockside close to a substantial Roman building.

The archaeological work was undertaken in accordance with a brief issued by Kelly Powell of the Historic Environment Service (HES Ref: CNF44270) on behalf of The Broads Authority. The aim of the preliminary Auger Survey and subsequent monitoring work was to record the presence/absence, date, nature, and extent of any buried archaeological remains and features identified during groundworks. This report presents a brief description of the methodology followed and an archaeological interpretation of the results.

On completion of the project, the site archive will be offered for long term deposition with Norfolk Museums and Archaeology Service, following the relevant policy on archiving standards.

## 2.0 Summary of Results

No archaeologically significant deposits were identified or disturbed during the programme of works. The area was formerly a reed marsh which was initially developed to accommodate a Hotel site in the 1920s as part of a successful period of pre-World War II tourism focused around the attraction of Brundall Gardens and its tea-rooms and dance hall.

The results of the auger survey and subsequent monitoring indicate that the upper peat deposits were still actively forming until they were sealed by a consolidation layer of 'Cantley Ash', a clinker deposit laid down across much of the area prior to construction of the former Riverside Hotel. The concrete foundations of the hotel incorporated re-used tram rails, which may coincide with the dismantling of the street tram ways of Norwich, Yarmouth and Lowestoft in the early 1920s.

In places, a considerable depth of 20<sup>th</sup> century overburden overlay the peats and silts. All of the structural elements seen related to the Riverside Hotel and subsequent 20<sup>th</sup> century uses of the site. A large boiler pulled from an area of churned up peat and silt was identified with the assistance of the Norfolk Industrial Archaeology Society as a horizontal hotel laundry or central heating boiler of post WWII date.

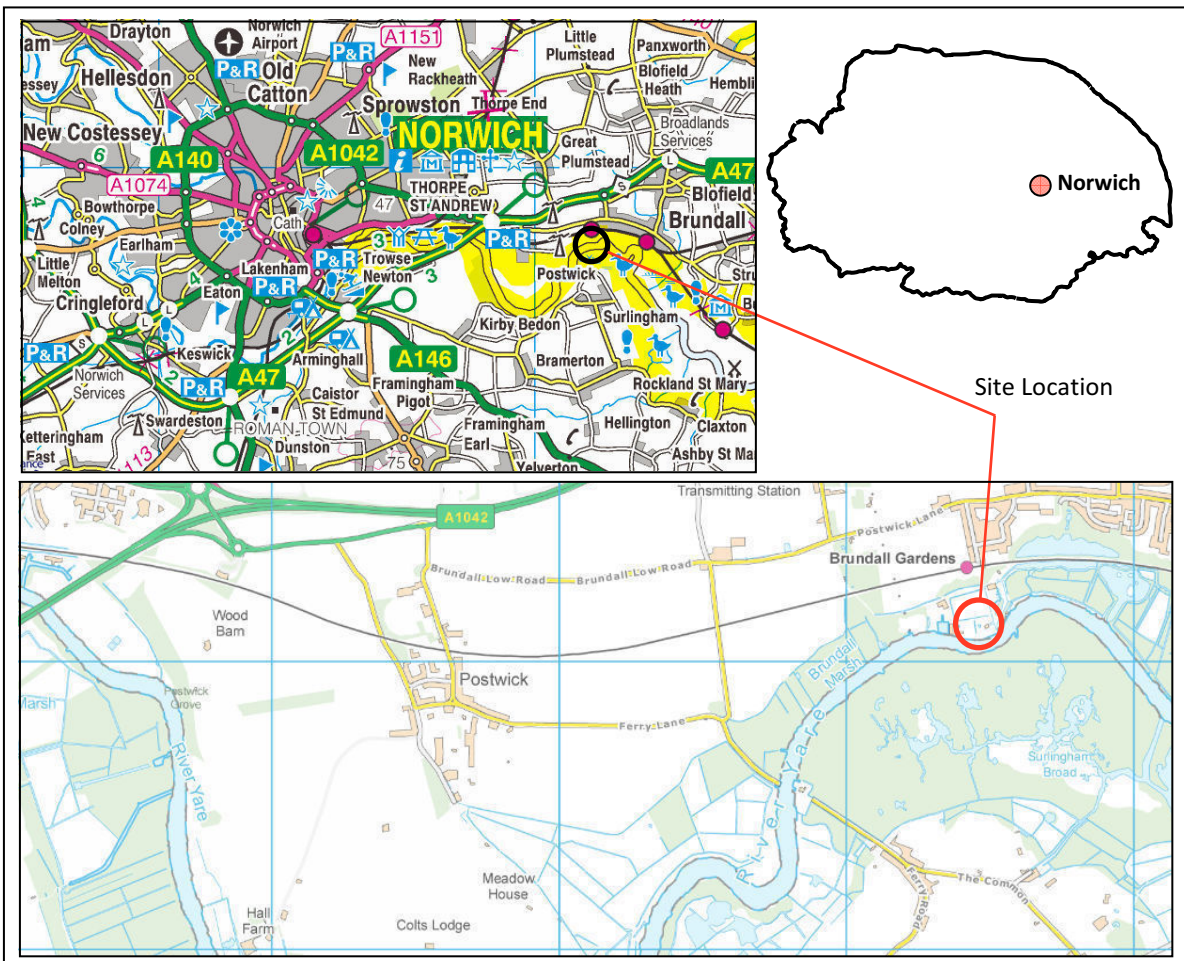


Figure 1: General Site Location

### 3.0 Geology and Topography

The site is located on wetland on the northern banks of the River Yare, on the western edge of Brundall, less than 100m south of the Brundall Gardens Railway Station at c. 1.2m OD.

The underlying geology is Norwich Crag (Quaternary and Neogene period sands and gravels), overlain by freshwater peat with unconsolidated silts and clays - Geology of Britain Viewer at a scale of 1:50 000 (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

### 4.0 Brief Archaeological and Historical Background (Figures 1 to 4)

The site is located to the west of Brundall, a village and civil parish located on the north bank of the River Yare opposite Surlingham Broad, c.10km east of the city of Norwich. For the purposes of local government, the parish falls within the district of Broadland. The land lying directly adjacent to the river falls into the executive area of the Broads Authority. The village is famous for its boat building business, with Brooms of Brundall being a major manufacturer in the past. Positioned in the heart of the Norfolk Broads area, it still serves an important role in the industry

A parish summary of the large amount of information held for Brundall's Historic Environment can be viewed on the Norfolk Heritage Explorer website. The parish has generated over 75 records which give evidence of human occupation and activity of most periods in the form of find scatters, cropmarks, listed buildings and excavated sites. The name Brundall is believed to come from the Old English for 'Broomy nook' or 'Broom covered corner' (Rye 1991).

The location of the parish on the River Yare most likely accounts for its long history of settlement. It had certainly been in existence for some time by the Norman Conquest, and various archaeological discoveries also suggest Roman and Saxon settlement here. These include late 19<sup>th</sup> century excavations in the area of Brundall Gardens which revealed the remains of a large Roman building with brick and concrete foundations (NHER 10227), along with the location of a Roman Pottery Kiln (NHER 10229) and a parts of a boat which may be evidence from a Roman boat building yard, or possible Saxon boat burial (NHER 10228). Drainage channels lined with Roman tile have also been found and it is suggested that this area was perhaps a Roman dockside at a time when the river cut further to the north than current times. There have been several minor discoveries of Roman pottery and artefacts across the village during 20<sup>th</sup> century development and as incidental garden finds.

Saxon finds have also been made in the same area, with the most significant being several cremation urns (NHER 10234) indicating the presence of a larger cemetery.

#### **Sites in the immediate proximity or of particular relevance or interest which fall in close proximity to the site include:**

*The following information has been sourced from the Norfolk Historic Environment Record (NHER)*

**NHER 10227: Roman building in Brundall Gardens.** From 1882 to 1887, excavations here revealed the remains of a large Roman building, with brick and concrete foundations. A large amount of Roman pottery was also found. It has been suggested that the area was a Roman dockside. The site is now believed to be located on the site of modern housing between Recliffe Way and Postwick Lane [c. 335m NE]

A multitude of finds, including Roman and post-medieval artefacts, have been recovered from this location. Roman finds include rubble foundations of brick and concrete from a large Roman dwelling, along with tiles and roofing nails. Domestic finds include pieces of Samian Ware, cups, a flagon with handle, a platter and a knife with a 5.5 inch long iron blade. A Mortarium has also been found. To the west of this area a depression in the hill has produced finds of charcoal spars, thought to be oak, 6-8 ft long and 9 inches square with iron nails. This could indicate a possible boat building site and Roman dock area (see NHER 10228). Drainage channels lined with Roman tiles have also been found running north from the area into the dock. Post-medieval finds include a

possible kiln for firing brick and tile. Several 16th/17th century brown glazed pots have been uncovered from this area, thought to be rejects.

**NHER 10228: Possible Roman boatyard or Saxon boat burial.** Excavations in the 1880s and 1913 revealed several charcoal spars with iron nails in them. A Roman iron knife and blade were found with them. The site has been interpreted as either a Roman boatbuilding yard or a Saxon boat burial. The location now forms part of the rear gardens of houses off Roman Drive. [c. 265m NE]

**NHER 10229: Roman Pottery Kiln.** Investigations of a hill (now land off Laurel Drive) between 1883 and 1887 revealed a Roman kiln with associated pottery and brick fragments. [c. 200m NNE]

**NHER 10234: Saxon Cemetery.** Between 1880 and 1900, at least seven Saxon cremation urns, one with human remains, were discovered at Brundall Gardens together with a Saxon brooch. The urns were probably part of a wider cemetery. The site now forms part of several large rear gardens for houses off Postwick Lane. [c. 220m NE]

**NHER 10250: Neolithic Axe.** A Neolithic polished flint axehead was found in 1880 during work for the railway. [c. 270m NW]

**NHER 13522: Surlingham Broad.** According to documentary sources, peat cutting was conducted here during the medieval period. There are also reports that a wrecked wherry of unknown date is in the Broad. [located c. 100m S].

**NHER 34376: Neolithic Axe.** Metal detecting in fields between Postwick Lane and the railway line in 1999 recovered a medieval buckle and a post medieval silver dress hook. [c. 200m NW]

**NHER 34694: Brundall Gardens – Archaeological Evaluation.** During an evaluation excavation in 1999 (of land off Lake View Drive) some prehistoric flints were found, and a fragment of Roman pottery. The site is believed to have been occupied in Roman times and several Roman finds have been found in the north-east corner of the site. During the Second World War an area of Brundall Gardens was used as a canteen area by the Royal Artillery from Redclyffe. [c. 285m NE]

**NHER 52631: Bronze Age Beaker.** A complete early Bronze Age beaker was found during building works in 2008 on a property on the corner of West End Avenue with Postwick Lane [c. 230m N]

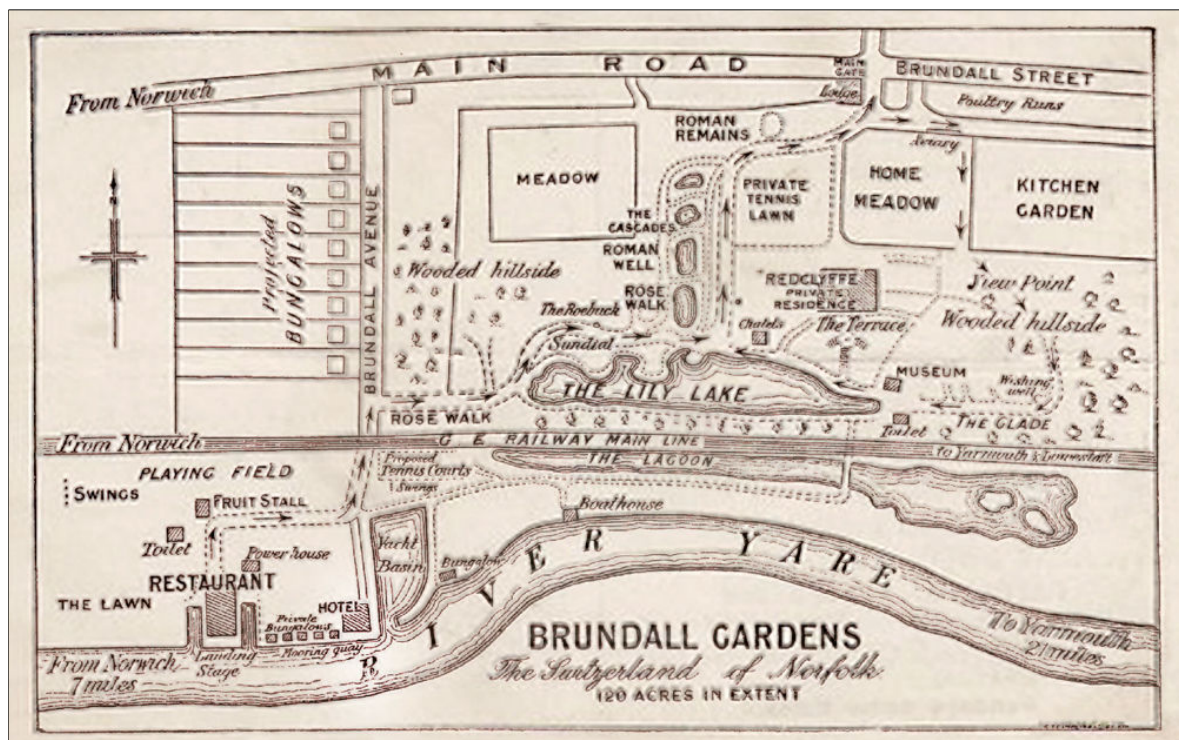


Plate 2: 1920s Postcard of the Brundall Gardens Estate

The construction of Brundall Gardens began in 1881 or 1882 when Dr Michael Beverley purchased 76 acres of land at Brundall and began to have the area landscaped, eventually planting many rare trees and shrubs. They also housed Dr Beverley's collection of exotic birds (<http://www.broadlandmemories.co.uk/blog/2010/12/brundall-gardens-the-switzerland-of-norfolk>). In 1917, Brundall Gardens were sold to Frederick Holmes-Cooper, a local businessman who owned and ran a number of successful cinemas, who began to develop them as a tourist attraction. During the summer of 1922 they were visited by some 60,000 people. Brundall Gardens Station (formerly known as Brundall Gardens Halt) owes its

existence to this successful enterprise. Brundall Gardens railway station was opened in 1924, specifically to serve and augment the tourist trade. The site was also well served by the railway steamships which brought visitors up-river from Great Yarmouth. Other facilities at Brundall Gardens included a tea room, restaurant and dance hall. The Yacht Basin (which now forms part of the central basin of the modern marina) and Hotel are marked on a postcard depicting the site, along with former holiday bungalows along a mooring quay on the river bank (Plate 2).

The new marina basin encompasses the former site of the Riverside Hotel, also known as Riverside House, built by Holmes-Copper in the early 1920s. Prior to construction, OS plans show the area as open marshland adjacent to the River Yare.



Plate 3: 1920s Cottage adjacent to the site, looking NE

The gardens themselves were closed to visitors in 1937 and the land they occupied north of the railway line began to be developed for housing whilst the hotel and tea room continued to operate. The boat house, which until recently stood adjacent to the hotel site to the north, was probably of mid-20<sup>th</sup> century date.

In the 1970s, the Riverside Hotel passed into the hands of Colin Chapman, famous as the founder of Lotus Cars, who renovated the hotel building. It was likely he who had the concrete car park north of the boat house built. The car park has reputedly suffered flooding problems since its construction. In recent decades, higher high-tide levels and compression of the peat below the concrete car-park surface has caused it to be almost permanently under water. So much so that modern OS plans based on satellite imagery have misidentified the car park as a manmade pond.

The Riverside Hotel was declared unsafe, perhaps due to subsidence (see below), and was eventually destroyed by fire in 1993. The only surviving structure from the 1920s heyday of Brundall Gardens is the cottage/summer house (Plate 3) on the isthmus of land separating the existing marina basin from the Yare, east of new basin area. A residential structure of similar appearance to the original tea rooms/dance pavilion has recently been constructed on its footprint.



Plate 4: New Basin Area (old boat house footprint in foreground and flooded car park behind), looking NW

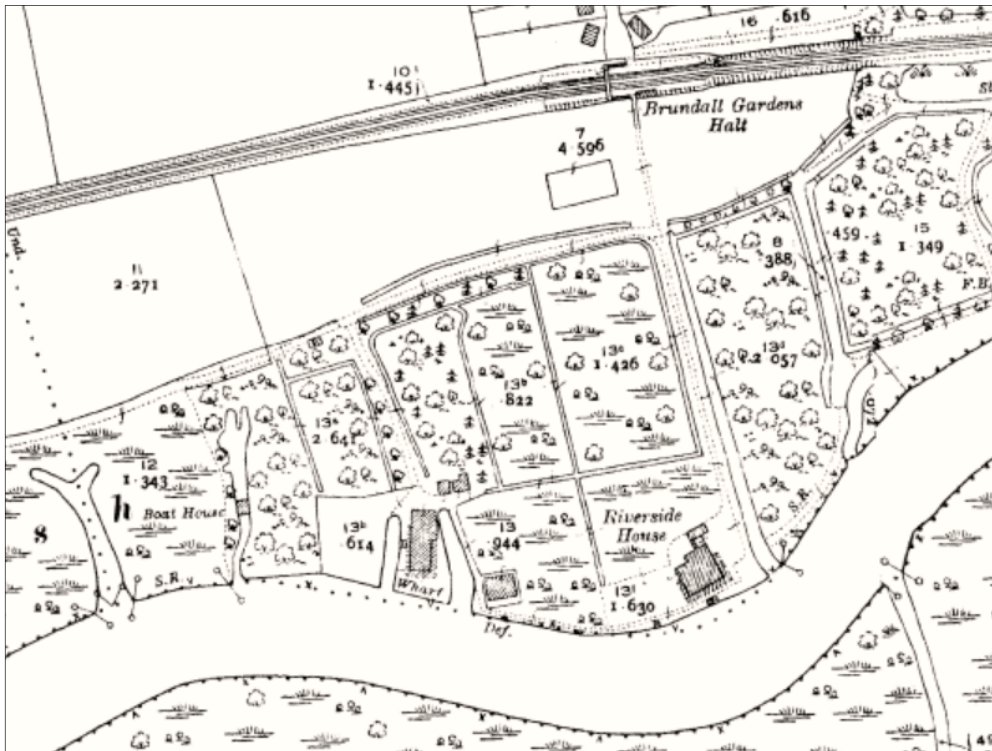


Figure 2: 1928 OS plan of the site

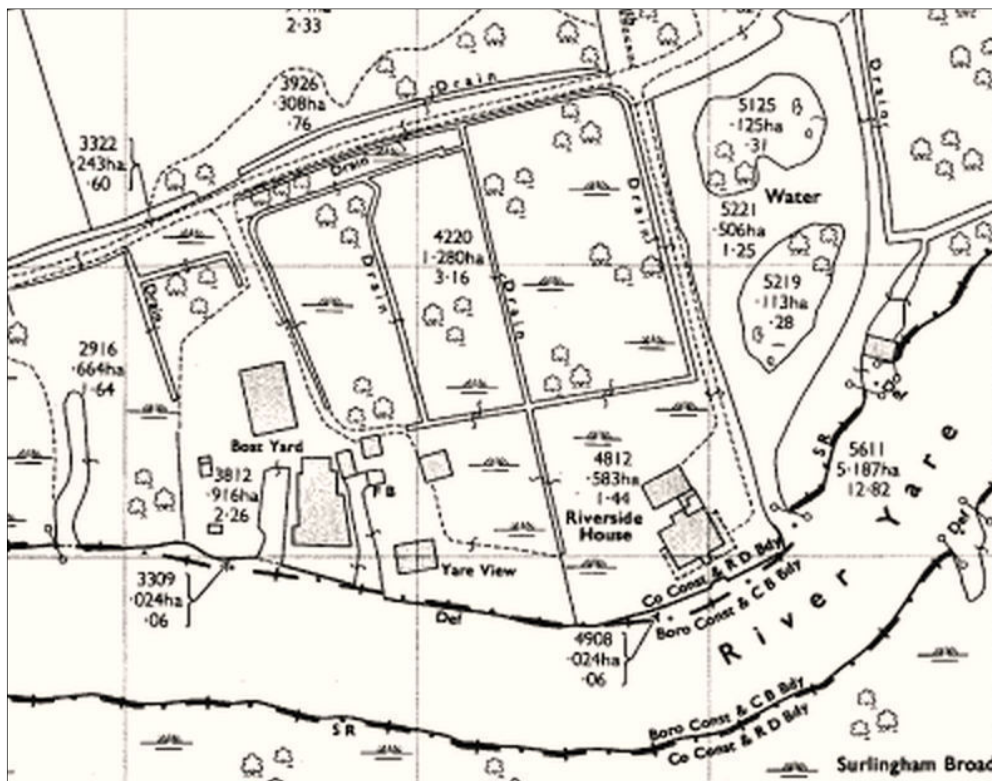


Figure 3: 1972 OS plan of the site



## 5.0 Methodology (Figures 4 & 5)

Prior to wet-machine excavation, a hand auger survey in the form of a single transect was undertaken across the area designated for a new basin, in order to assess the character of sub-surface deposits and to aid in determining the potential for archaeologically significant deposits at the site. A summary of the results were provided to the Historic Environment Service to allow for a review of the proposed mitigation strategy.

The objective of the archaeological monitoring was to record any archaeological evidence revealed during machine wet-excitation associated with the renewal and extension work; primarily focused on wet-machine excavation of a large new basin to the south-west of the existing basin.



Plate 5: Wet-machine work in the New Basin (NE corner), looking North

Excavation of the new marina basin was carried out with a variety of differently sized 360° tracked excavators fitted with toothed buckets. After the first dozen or so machine bucket loads of material had been removed from the area of the new basin, all attempts to stop the newly excavated areas from becoming inundated were abandoned. This meant that many areas of the new marina basin could only be excavated at low tide, resulting in a greatly increased work programme. This also meant that the excavator bucket and arm were underwater for much of the time. It was possible to observe material in the excavator bucket as it broke the water surface but not always possible to examine spoil heaps due to the extremely wet and muddy nature of the peats and silts being excavated. In areas of the new basin, where access allowed, risings from the new basin were moved away from site by dumper.

Following an assessment of the work programme and methods employed, combined with an assessment of the archaeological potential of the deposits based on the initial monitoring work and the auger test results, it was agreed with Kelly Powell of the Historic Environment Service to alter the scope of the monitoring of works. The monitoring was changed from a programme of 'Constant Attendance' to one of regular visits to the site to monitor progress, make suitable records and engage with the on-site contractors. If anything of note were to arise during the work, a revision of this new strategy was to be arranged between Norvic Archaeology and the Historic Environment Service.

Where possible, risings were scanned with a metal detector (Minelab XTerra 705). No metal-detected or hand-collected finds were retained for inspection, only modern materials being present within the deposits encountered.

All archaeological features and deposits were recorded using Norvic Archaeology pro forma sheets. The trench location, plans and sections were recorded at appropriate scales and photographs were taken of all relevant features and deposits.

All levels were tied to a temporary benchmark of 4.78m OD located on the south platform of Brundall Gardens Railway Station, itself tied to an OS Spot Height of 10m OD located on Postwick Lane.

## 6.0 Auger Survey Results (Figure 5 & 6 and Appendix 1)

A single transect hand auger survey was conducted across the area of the New Basin, with auger points located at 5m intervals where possible. The flooded concrete carp ark in the centre of the area was avoided but, despite this, a dataset was compiled from a total of ten auger points that showed fair consistency across the site.

Uppermost deposits consisted primarily of well mixed make-up layers of redeposited clay-silts and peats of modern date. A buried consolidation layer of clinker was identified across much of the area c.1m below the current land surface, which spread as far as Auger Point 7. This layer was impassable at Auger Points 1, 4, 5 and 6. The clinker layer is thought to be associated with the preparation and construction of the former Hotel site. North of the car park area, fine silt deposits found at a similar horizon in A9 and A10 may indicate an in-filled channel or drainage dyke – which most likely represent a former cut for the east-west drain, present on OS plans since the 1920s, an incarnation of which was present at the time of works as a timber-log filled channel.

Below the 1920s and modern horizons, a sequence of ‘pre-hotel’ waterlogged deposits were recorded to a maximum depth of c.3.4m which included layers of odoriferous fibrous (reedy) peats and peaty silts which continued well beyond the depth of excavation disturbance. These immature peaty deposits have most likely been generated within the last few hundred years and contain undulating deposits associated with natural marsh and riverine deposition.



Plate 6: Hand auger survey (A2) looking North

## 7.0 Monitoring Results (Figure 5)

In the areas of the new basin adjacent to the existing quay head, up to 1m of mixed overburden overlay the sequence of peats and silts described above. The overburden contained much worked and unworked wood debris of recent origin.

The northern part of new basin area, north of the existing east-to-west aligned drainage channel, had been least affected by 20<sup>th</sup> century construction activity. The sequence of peats and silts found during the auger survey here began just below a thin layer of surface silts. As this area had been wooded until relatively recently, the surface deposits were thickly littered with tree stumps, trunks, branches and similar debris (Plate 7).

Below the concrete surface of the flooded car park, a thin spread of brick rubble overlay compressed peat and the same sequence of peats and silts as seen in the auger survey. The concrete mass base forming the foundations of the Riverside Hotel were found to lay approximately 0.5m below the existing ground surface, they measured c. 0.7m thick. As well as being reinforced with conventional steel mesh, the base also contained long and substantial pieces of reused steel (Plate 8). These steel members had an 'H'-shaped section with one long side of the H being concave. Subsequent enquiries via the Norfolk Industrial Archaeology Society have concluded that the rails are most likely from a street tramway and could have come from Norwich, Yarmouth or Lowestoft if acquired locally. In the early 1920s both the tram system and narrow gauge railways serving WWI production facilities in Norwich were being dismantled and are possible sources.

The layer of clinker, locally described as 'Cantley Ash', measured up to c. 0.6m thick below the concrete foundations. This layer was spread more thinly where it was encountered during the auger survey west and northwest of the hotel site. The material is possibly a by-product of the sugar beet factory c. 8.5km downstream at Cantley and must have been dumped during the initial stages of the hotel's construction in an effort to try to stabilise the peats and provide a dry platform for the concrete foundations.

Below the concrete foundations of the hotel and their associated clinker layer, compression of peat deposits was extreme. After the concrete and clinker had been removed gas visibly bubbled up from the peats as they expanded upwards by approximately 0.3m to 0.5m.

Taking into account rising high tide levels in the late 20<sup>th</sup> century and relative ground levels across the marina basin extension area, it is likely that the concrete hotel foundations had

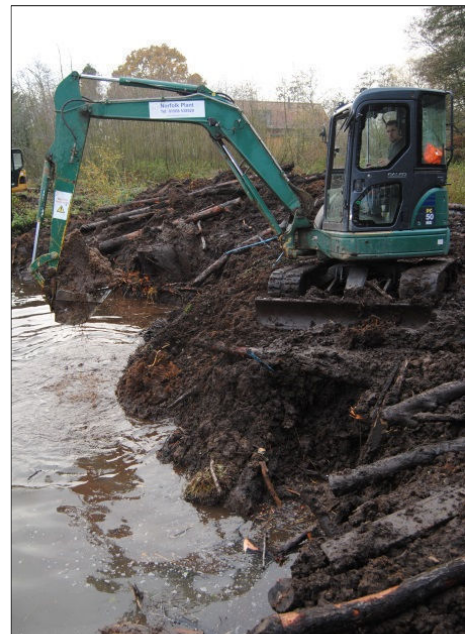


Plate 7: Wood debris in the northern part of the basin, looking SW



Plate 8: Rails after removal from the Hotel foundations, looking SW

subsided into the peats below by at least 0.5m, possibly up 1.0m. It is probable that this contributed greatly to the eventual abandonment of the hotel.

North of the hotel foundation, adjacent the western end of the boathouse, the body of a steam boiler was found at a depth of over 1.0m into the churned peats and silts (Plates 9 & 10). The boiler was 1.4m long and 0.6m in diameter. It is likely that the boiler functioned in upright, vertical position, rather than horizontally in the manner of a steam locomotive boiler. No obvious signs of where the chimney or firebox might have been attached were noted.

The Brundall gardens boiler is too big to be from a small steam launch and too small to be steamship of any size. At the time of its discovery, the boiler was assumed to be part of the original hot water/heating system of the Riverside Hotel, perhaps replaced and discarded during the 1970s renovation. Subsequent enquiries via the Norfolk Industrial Archaeology Society have concluded that, despite the fire tubes, it seems to be a horizontal hotel laundry or central heating boiler of post WWII date, due to the very thin boiler plating and the welded seams, indicating that the boiler would not be strong enough to withstand steam pressure.



Plate 9: Boiler – side view. [1x0.5m scale]

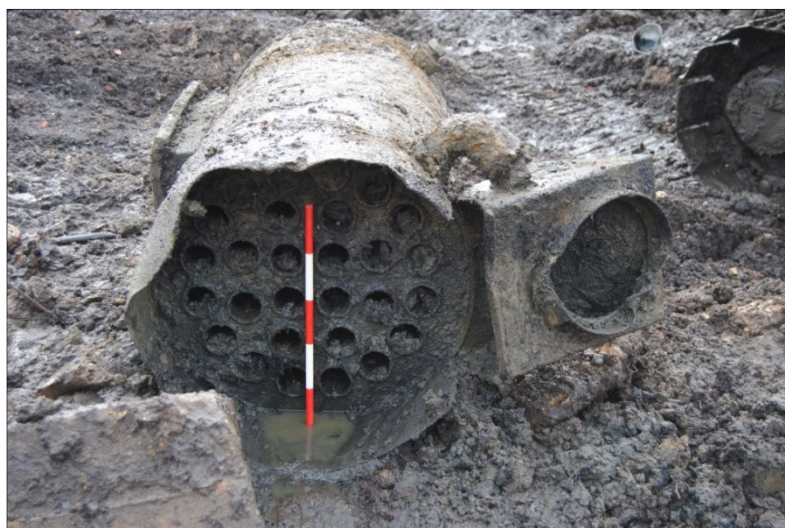


Plate 10: Boiler – base view. [1x0.5m scale]

## 8.0 Conclusions

A considerable proportion of the material removed during the excavation of the new marina basin had built up during the 18<sup>th</sup> and 19<sup>th</sup> centuries. Historic map evidence indicates that prior to the construction of the Riverside Hotel in the 1920s, the area of the marina basin extension was a wet marsh covered in reeds.

The concrete footings for the hotel included re-used tram rails, which may coincide with the dismantling of the street tram ways of Norwich, Yarmouth and Lowestoft in the early 1920s. Below the concrete foundations of the hotel and their associated clinker layer, compression of peat deposits was extreme. Taking into account rising high tide levels in the late 20<sup>th</sup> century and relative ground levels across the marina basin extension area it is likely that the concrete hotel foundations had subsided into the peats below by at least 0.5m, possibly up 1.0m.

North of the hotel foundation, adjacent the western end of the boathouse the body of a steam boiler was found at a depth of over 1.0m into the churned peats and silts (Plate 8). The boiler was 1.4m long and 0.6m in diameter (Plate 9). It is likely that the boiler functioned in an upright, vertical position, rather than horizontally in the manner of a steam locomotive boiler. No obvious signs of the where the chimney or firebox might have been attached were noted. It was identified with the assistance of the Norfolk Industrial Archaeology Society as a horizontal hotel laundry or central heating boiler of post WWII date.

In places, a considerable depth of overburden of 20<sup>th</sup> century date overlay the peats and silts. All of the structural elements seen related to the Riverside Hotel, and subsequent 20<sup>th</sup> century uses of the site.

## 9.0 Acknowledgements

The auger survey was carried out by the authors with the monitoring work carried out by John Percival. NHER data was obtained directly from the archives held by the Norfolk Historic Environment Service.

Thanks are due to Samuel Dacre who commissioned Norvic Archaeology to carry out this work. Thanks are also due to the on-site team for their assistance and cooperation on site and in particular John Broom who operated the machine. Thanks to the staff of the Norfolk Heritage Centre at the Millennium Library in Norwich for providing access to maps. The authors are grateful for the advice offered by the Norfolk Industrial Archaeology Society.

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<http://www.broadlandmemories.co.uk/blog/about/> accessed June 2014

### **Appendix 1: Context Summary (Auger Tested Deposits)**

<b>Context</b>	<b>Brief Physical Description</b>	<b>Interpretation</b>	<b>Period</b>
1	Mixed mid-grey to brownish-grey dense clay-silt. Occ. modern rubbish, gravel and peat lumps/lenses	Redeposited make-up	<i>Modern</i>
2	Mixed lenses of dark grey/brown clay-silts and fibrous peats	Redeposited make-up	<i>Modern</i>
3	Mid bluish-grey v.soft silt	Redeposited make-up	<i>Modern</i>
4	Gritty, hard clinker layer, occ. brick fragments – often impassable by hand-auger	Consolidation layer	<i>1920s</i>
5	Firm white chalk layer	Consolidation layer	<i>1920s</i>
6	Firm, dense mid-yellowish orange sandy-clay, occ. modern brick pieces	Consolidation layer	<i>1920s</i>
7	Dense, mid-grey silty-sand	Redeposited make-up	<i>Modern</i>
8	Soft, waterlogged mid reddish-brown, odoriferous fibrous (reedy) v.silty-peat	Silty-peat	<i>Post-medieval</i>
9	Soft, waterlogged mid to orangey brown, odoriferous very fibrous (reedy) v.silty-peat	Fibrous silty-peat	<i>Post-medieval</i>
10	Mid to dark grey fine clay-silt.	Alluvial deposit	<i>Modern</i>
11	Dark brown to grey, mixed silty-clay and sandy-silt, lenses of woody material	Redeposited make-up	<i>1920s</i>
12	Soft, waterlogged, mid-brown fibrous peat (reedy), occ. silty lenses	Fibrous silty-peat	<i>Post-medieval</i>
13	Light orangey-brown, v.coarse fibrous reedy peat	Fibrous peat	<i>Post-medieval</i>
14	Mid to dark reddish brown fibrous peat	Fibrous peat	<i>Post-medieval</i>
15	Clean, medium grained mid-brownish yellow sand, soft, wet, occ. small pebbles	Redeposited fluvial sand	<i>Modern</i>
16	Organic rich, v.dark grey peaty-silt	Peaty-silt	<i>Modern</i>
18	Mid to dark reddish brown fibrous woody peat, similar to (14)	Fibrous peat	<i>Post-medieval</i>
19	Strong orangey-brown fine peaty-silt, soft, dense	Peaty-silt	<i>Modern</i>
20	V.soft, 'plastic' mid-grey clay-silt, fine, sticky, dense	Alluvial deposit	<i>Modern</i>
21	Soft, v.dark brown peaty/organic silt, occ. clay-silt lenses	Alluvial/peaty deposits	<i>Modern</i>
22	Soft, mid-orangey brown silty-peat	Silty-peat	<i>Modern</i>
23	Mid-grey pure clay-silt, v.soft, v.fine	Clay-silt – poss. channel silting	<i>Modern</i>

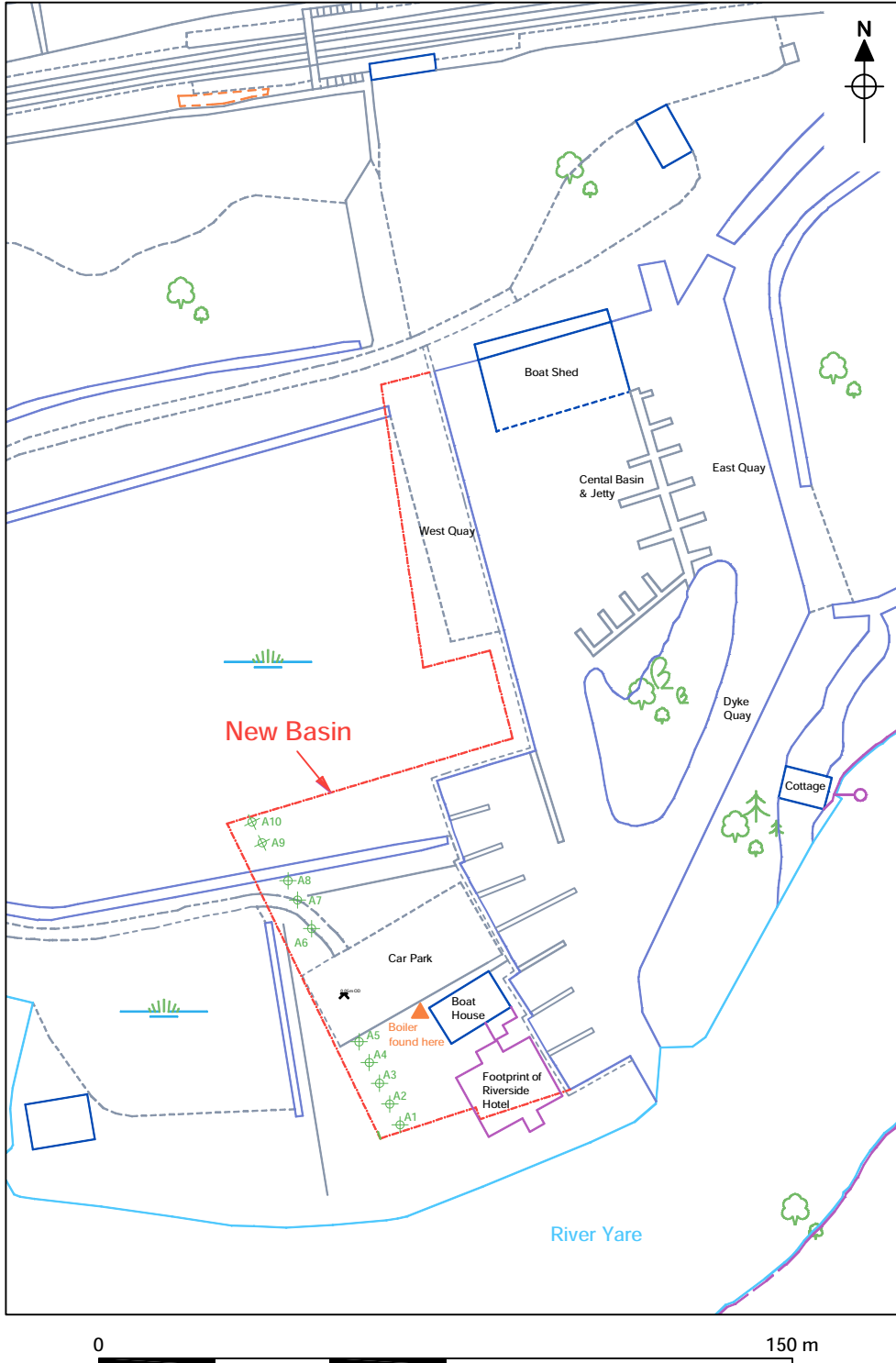


Figure 4. Site plan. Scale 1:1500

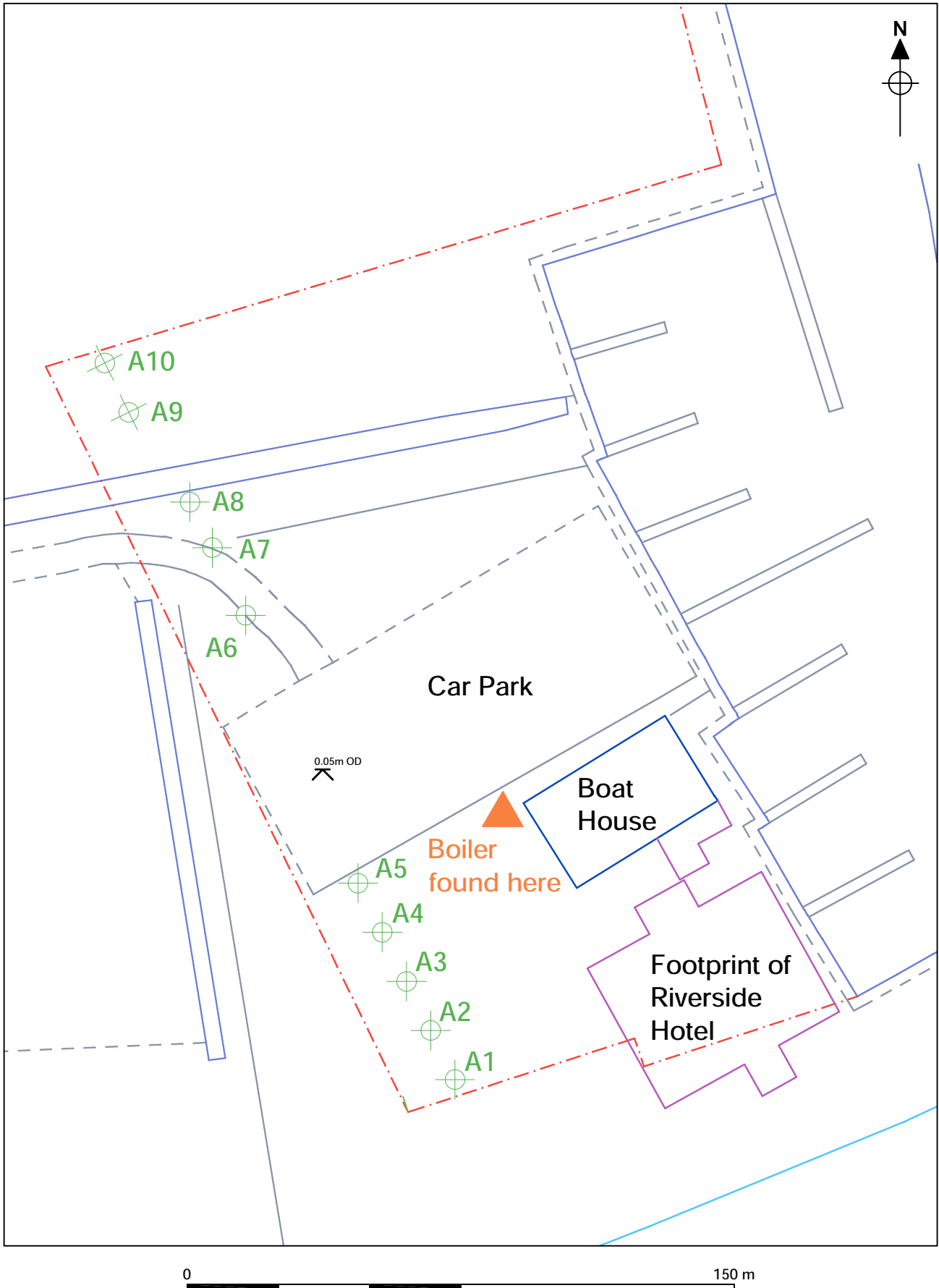


Figure 5. New Basin plan. Scale 1:1500



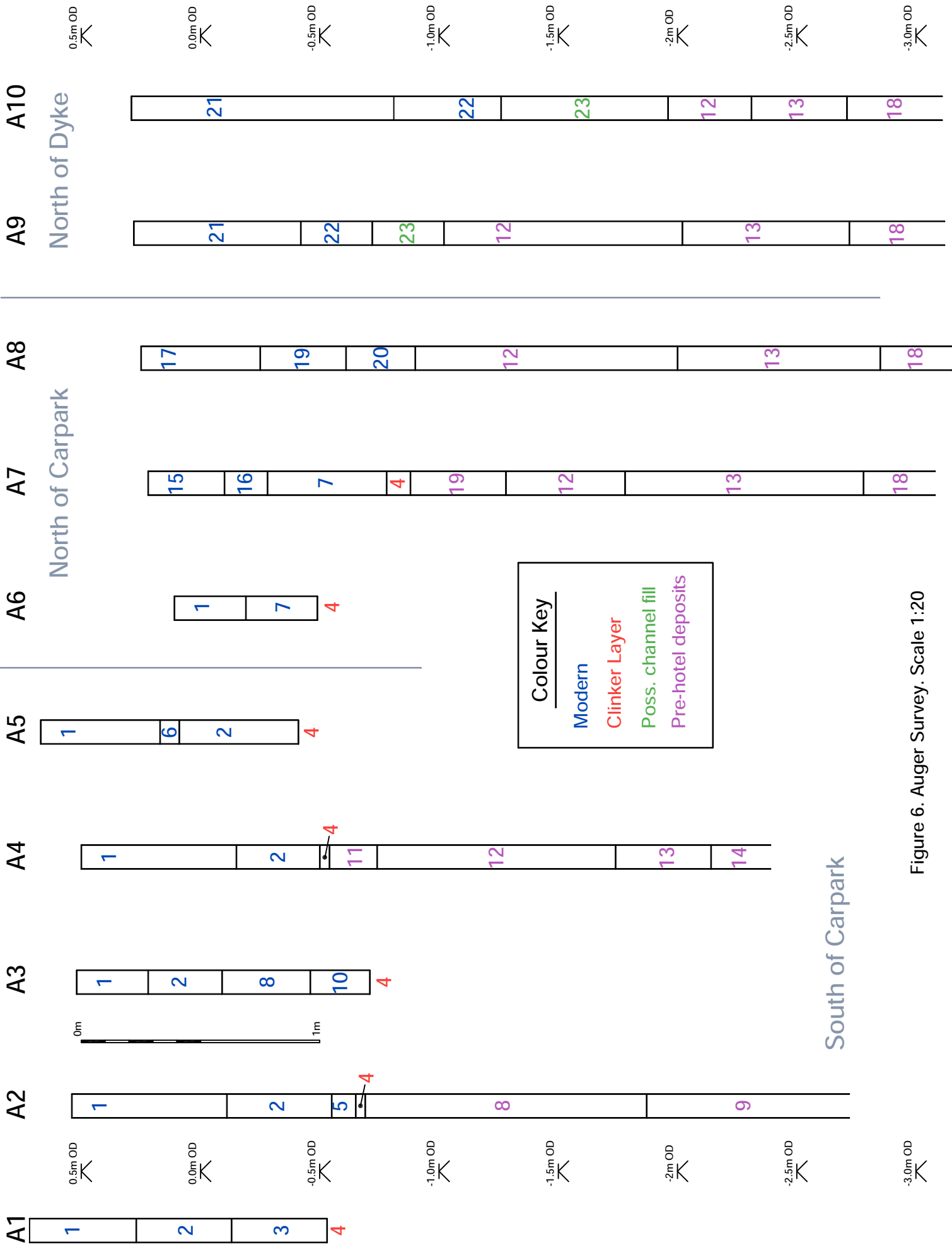


Figure 6. Auger Survey. Scale 1:20

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### Project details

Project name	Archaeological Auger Survey and Monitoring during renewal and extension works to Brundall Gardens Marina, Postwick Lane
Short description of the project	Norvic Archaeology was commissioned by Samuel Dacre, to undertake a programme of archaeological mitigation work associated with renewal work and the creation of a new basin and quay heading at Brundall Gardens Marina (Planning Ref. BA/2012/0121/FUL). The marina is located within the flood plain of the River Yare in an area considered to have high potential for waterlogged deposits and palaeoenvironmental evidence. Additionally, prehistoric, Roman and medieval finds have been discovered in the wider area and an Anglo Saxon cemetery is thought to exist to the north-east at Brundall Gardens, along with a significant focus of Roman activity, which may include the location of a dockside close to a substantial Roman building. No archaeologically significant deposits were identified or disturbed during the programme of works. The area was formerly a reed marsh which was initially developed to accommodate a Hotel site in the 1920s as part of a successful period of pre-World War II tourism focused around the attraction of Brundall Gardens and its tea-rooms and dance hall. The results of the auger survey and subsequent monitoring indicate that the upper peat deposits were still actively forming until they were sealed by a consolidation layer of 'Cantley Ash', a clinker deposit laid down across much of the area prior to construction of the former Riverside Hotel.
Project dates	Start: 14-11-2013 End: 07-03-2014
Previous/future work	No / No
Any associated project reference codes	ENF132706 - HER event no.
Any associated project reference codes	NVC/2013/GE171 - Contracting Unit No.
Any associated project reference codes	BA/2012/0121/FUL - Planning Application No.
Type of project	Recording project
Site status	None

Current Land use	Wetlands
Monument type	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	Direction from Local Planning Authority - PPG16

### Project location

Country	England
Site location	NORFOLK BROADLAND BRUNDALL Brundall Gardens Marina, Postwick Lane, Brundall, Norfolk
Postcode	NR13 5RG
Study area	3265.00 Square metres
Site coordinates	TG 3149 0812 52.6208845036 1.42039379004 52 37 15 N 001 25 13 E Point

### Project creators

Name of Organisation	Norvic Archaeology
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	Norvic Archaeology
Project director/manager	Giles Emery
Project supervisor	John Percival
Type of sponsor/funding body	Landowner
Name of sponsor/funding body	Mr S Dacre

### Project archives

Physical Archive Exists?	No
Digital Archive recipient	NMAS
Digital Contents	"Survey"
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	NMAS
Paper Contents	"Survey"
Paper Media available	"Context sheet","Diary","Map","Plan","Report"

## Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Archaeological Auger Survey and Monitoring during renewal and extension works to Brundall Gardens Marina, Postwick Lane, Brundall, Norfolk, NR13 5RG.
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